

October 11, 2005

Docket Management Facility
U.S. Department of Transportation
400 Seventh Street SW, Nassif Building, Room PL-401
Washington, DC 20590-0001

Re: Docket FAA-2004-17005

Dear Sir or Madam:

I am an active pilot and a member of a flying club in the Minneapolis, MN area. I hold a private pilot certificate with instrument rating and have flown over 700 hours in the past nine years. This flight time has been accumulated exclusively in single-engine, propeller driven aircraft, similar to the six Cessna models our flying club currently owns. I am a recreational pilot and in addition to flying myself and my family, I regularly fly Angel Flight missions for Angel Flight Central. I am also active in promoting aviation in our school district and the communities surrounding our airfield, Flying Cloud (KFCM).

In the weeks and months following 9/11, FCM was directly impacted by the Enhanced Minneapolis Class B airspace. During this time, recreational VFR flying, flight training and Angel Flight missions were severely curtailed due to the restrictive nature of the airspace changes. The damaging effects of the Enhanced Class B were felt by virtually every user and business at Flying Cloud. The proposed rule that would make permanent the restrictions to VFR flight within the Washington ADIZ is a very bad idea, and I **strongly oppose** such a rule.

VFR flight restrictions provide minimal security benefits, but cost a great deal in terms of operational limitations on pilots and flight training, and increased work for controllers and flight service station personnel. These changes must NOT be made permanent.

Please keep in mind that no general aviation aircraft has ever been used in a terrorist attack. And the government has determined that not a single violation of the Washington DC ADIZ was terrorist-related. Protecting the Washington, DC area can be achieved with the existing requirements for the 15-mile Flight Restricted Zone (FRZ). Small aircraft, flying at speeds typically less than 150 mph, should not be subjected to the current requirements for filing a flight plan, obtaining a unique transponder code, and maintaining two-way communication with air traffic control.

The proposed rule is flawed because the cost/benefit analysis has not fully taken into account the impact on pilots, aviation businesses, and charity organizations such as Angel Flight.

Sincerely,

Mitchell Anderson
2853 Timberview Trail
Chaska, MN 55318

cc: Hon. Mark Dayton
Hon. Norman Coleman
Hon. John Kline